

K. C. D. AND C. F. D.

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**Lost Spike Driven by County Judge
Gray Near Beaumont.**

BIG CELEBRATION AT KANSAS CITY.

**Artillery Salvo When the Announ-
cement Was Made at the North.**

Beaumont, Texas, September 11.—Amid the blowing of locomotive whistles, ringing bells and huzzas by an enthusiastic multitude the rail that completed the track of the Kansas City, Pittsburg and Gulf railroad from Kansas City to Port Arthur was put in place and spiked this afternoon at 3 o'clock at a point just twelve and one-half mile northeast of Beaumont. This great North and South Line which promises to revolutionize freight rates and save thousands of dollars annually to the trader

Mississippi country was conceived in Indian City about seven years ago and its

construction began in 1890. When first proposed it was deemed of little importance by any but its promoters, but as the tracks continued to extend, bringing Kansas City nearer and nearer to the Gulf of Mexico, the great East and West railroad system began to regard the youngster with alarm, and today it can be said that the Kansas City, Pittsburg and Gulf is the most talked of enterprise in the country, and that it has the entire railroad world guessing.

The completion of such an enterprise is therefore a most important event, and

elaborate than that indulged in at the counseling point this afternoon when the

last train was put in place. In fact, no arrangements had been made to celebrate the event at this place, but late yesterday afternoon President Engineer F. H. Jacobson, who had been in the city for some time, and those engineers who had put up money to secure the road for this city were entitled to see the last act that gave Beaumont direct rail connection with the Gulf coast. At the request of a special train was this afternoon run from Fort Arthur, and it arrived in this city at 2 o'clock, having on board about 100 citizens of the Gulf coast. The special train was headed by a first class Pullman, and consisting of members of the board of trade, county and city officials and ladies, joined the Fort Arthurites here, and the train moved off for the point of connection with the Gulf coast. The train was here for the occasion, but when the train rolled up to the gap, they were treated to a sight that was well worth seeing. Two construction trains, one from the Gulf coast and one from the Gulf coast, were standing about 1000 feet apart. Between them 200 men were

the wagons and teams, also profusely decorated, were in line at the foot of the

There were a number of kodaks in the party, and each was levelled for a snap shot of this picture as soon as the train stopped. For the entertainment as well as the edification of his guests, Contractor Smith had a book of jokes on hand to read, and after the visitors had gained a point of advantage the iron car and its crew started, and in a very few minutes the track was at the point where only one side of the road was left, and the place of rail—was necessary for connection.

In putting in this rail members of the Beaumont board of trade were present in service. Under instructions from Mr. Smith they were to be ready to take the laid tie in place. Driving the spike came next. A golden spike was used. It was placed by Mrs. L. J. Smith, the charming wife of the contractor, and it was driven by Mr. E. J. Smith, a resident of Jefferson county. Miss Reuel Smith, daughter of the contractor, secured a kodak picture of the parties participating when the alpha was struck the beta. The alpha then struck the gamma without striking a glancing blow, and when he announced that the spike was in place, while the beta began blowing, bells ringing and

After this demonstration short speeches were made by the several orators in the

party, and three cheers and a tiger given for "Arthur E. Stillwell, the greatest promoter on this or any other continent," who had been taken to the cars where they were whirled back home.

Contractor L. J. Smith, who this afternoon laid the rail that completes the track of the Kansas City, Pittsburg and Gulf from Kansas City to Fort Aurora, Kan., also laid the first rail for this new great trunk line. He built the road from Kansas City to Pittsburg, a distance of 165 miles, and now he has laid the last rail of the Houston railroad track, which is recognized as equal to any in the South. Mr. Smith says that when he finishes the Fort Gees its track will also be in the South, and he hopes to have the section between De Quincy and Beaumont in condition for passenger traffic by September 1. Through freight trains may be run over the new line by the first of October.

The following ladies were in the party which witnessed the completion of the Kansas City, Pittsburg and Gulf railroad:

Long, Lip Norvell, H. V. Keith, R. A.
Greer, Hal Greer, J. L. Keith, L. J.

Smith, T. E. Dutton, T. E. Edgar, John Jones; Misses Nettie and Myrtle Gray; Lizzie Shaw and Grace Dutton.

The Kansas City, Pittsburg and Gulf will sell round trip tickets to Beaumont, Texas City and St. Louis on September 15 for \$10. good for return until September 20, 1997.

CELEBRATION AT KANSAS CITY.

Kansas City, Mo., September 11.—The last rail was laid and the last spike driven this afternoon on the line of the Kansas City, Pittsburg and Gulf railway, uniting Kansas City and Port Arthur. The completion

line to the Gulf of Mexico, and makes

The event was celebrated with a games programme by the Third regiment and with firing by the Fort Rigny cavalrymen and artillerymen at Fairmount this afternoon. This evening there was display of fireworks. All this is to be the realization of A. W. Sullivan's cherished dream of uniting Kansas City with deep water on the Gulf of Mexico by a railroad. The enterprise has a \$20,000,000.

The road will begin to run freight passenger trains over its own tracks

September 18.
This month Port Arthur will

lished as an export city. Great commodities for export will be lighters at Port Arthur and ocean steamers at Bahia.

Mexican
Corpus Christi.

A Mexican boat
drowned in a
town. He was
with the crew.